

10 Addison Road
NEWTON ABBOT
Devon
TQ12 4NA

12th.June 2009

16 JUN 2009

Yvonne Parker
Kingskerswell Public Enquiry
County Hall
Exeter EX2 4QW

**A380 South Devon Link Road
(Kingskerswell Bypass)**

**Proofs of Evidence
Submitted by Mrs.R.Howes**

Dear Ms.Parker,

Following my formal objection against the above proposed road scheme I wish to submit proofs of evidence of two aspects of my objection.

- 1) 'The proposals for the closure and restrictions of roads leading to and from the Milber, Aller and Newtake Estates will result in an inordinately increased concentration of traffic to, from and upon these estates. Most of these roads, especially on the older Milber Estate, are narrow residential roads with on-street parking only and thus will suffer badly from a considerable increase in traffic.'

On the accompanying plan I show that the proposed closure of access from the A380 south of Penn Inn via both Addison Road (**Junction A**) and Aller Brake Road (**Junction B**) will mean that the only ready access to and from Newton Abbot and beyond to the entire Milber, Aller and Newtake Estates will be via the short section of St.Marychurch Road where it joins the Shaldon Road (**Section A**) and the short stretch of Shaldon Road leading to Penn Inn roundabout (**Section B**).

These two sections indicated on the map as 'Section A' and 'Section B' are generally very busy and at times of high traffic flow , especially during morning and afternoon rush-hours and at weekends, the St.Marychurch Road 'backs up' well past the access roads into both the Milber and Newtake Estates. Traffic is often stationary for long periods causing difficulties for those attempting to access the estates. By proposing to remove the only alternate access routes of Addison Road and Aller Brake Road the congestion and through-traffic on the old, narrow roads of these estates will increase considerably.

I am not aware that Devon County Council has made any study into the traffic flow on these roads and the effect upon it that the proposed closures of Addison Road and Aller Brake Road will cause.

- 2) 'The proposed closure of the southern end of Addison Road and the closure to the A380 of Aller Brake Road will constitute a real detriment and increased danger to people living on the Buckland, Milber, Aller and Newtake Estates.'

On the accompanying plan I show that the proposed closure of access from the A380 south of Penn Inn roundabout via both Addison Road and Aller Brake Road will mean that the only ready access to and from Newton Abbot and beyond to a large part of the surrounding countryside will be from Penn Inn roundabout via Shaldon Road (Section B). This includes the entire Buckland, Milber, Aller and Newtake Estates, the Centrax factory, the Milber Trading Estate and the dwellings and villages as far as Shaldon itself.

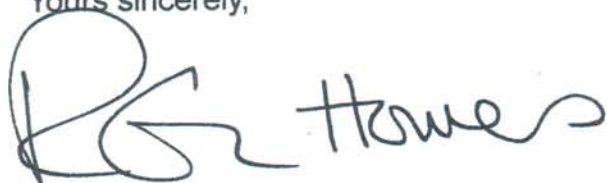
Penn Inn is regularly congested and the section of Shaldon Road adjacent to it similarly so. Within recent years there have been incidents on both Penn Inn and the Shaldon Road that have resulted in closure of the western end of the Shaldon Road (Section B). Although the disruption was immense since both Addison Road and Aller Brake Road were open to the A380 the Milber, Aller, Buckland and Newtake Estates continued to be accessible and traffic could be re-routed to avoid the closure.

Should that access from the A380 be removed as proposed, any obstruction to the Penn Inn end of the Shaldon Road (Section B) whether it is accident, breakdown or traffic-light failure, would result in the total isolation of four large residential estates and many hundreds of dwellings along the Teign Estuary. The nearest access to these areas would be southward along the A380, then to the **junction marked 'C'** on the accompanying map and then back northwards and into Aller Brake Road. It is obviously not an adequate or real alternative. In the case of a major incident the isolation could be long prolonged with all of the serious implications regarding the health and safety of residents should they need to call upon the support of any of the emergency services.

I submit this document and the accompanying map as Proof of Evidence in support of my objection. I enclose four copies of both documents and have submitted copies to Devon County Council as requested.

Whilst I am unable to attend the Public Inquiry in person I have asked my husband, Ian Howes, to speak on my Behalf and I understand that his appearance has been confirmed in Appendix A to the notes of the meeting.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rosie Howes'. The signature is written in a cursive style with a large, looped initial 'R'.

Rosie Howes

Map accompanying Proof of Evid

NEWTAKE ESTATE

ST MARYCHURCH ROAD / ALLER BRAKE ROAD JUNCTION

AL

BUCKLAND ESTATE

MILBER ESTATE

ST MARYCHURCH RD.

FOOTWAY PLUS 3.0m TWO WAY CYCLE P

FOOTWAY PLUS 3.0m WIDE TWO WAY CYCLE PATH AND ON-STREET PARKING

Section A

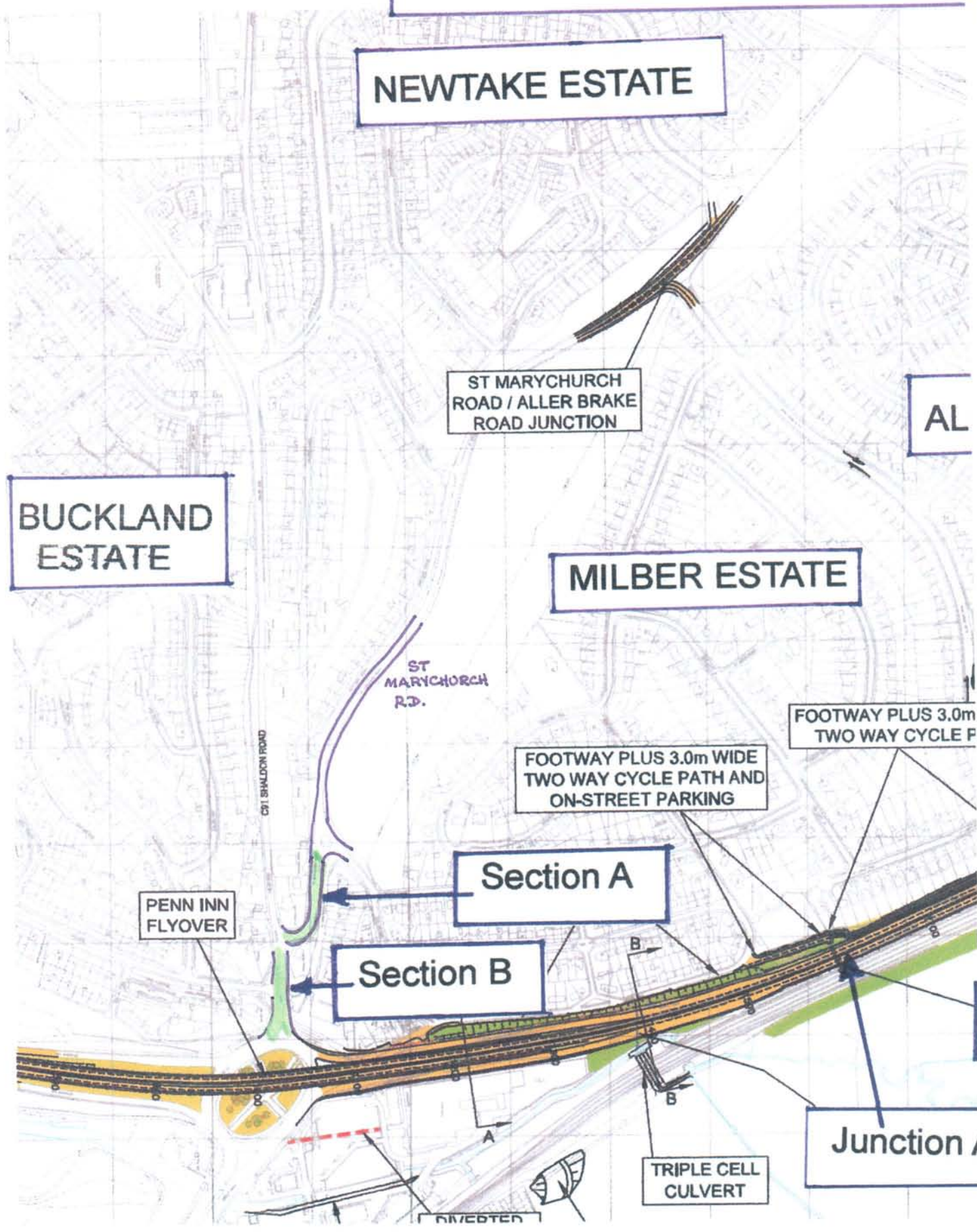
PENN INN FLYOVER

Section B

TRIPLE CELL CULVERT

Junction /

RIVERBETTER



ence submitted by Mrs.R.Howes



ALLER ESTATE

Junction C

ALLER JUNCTION RAILWAY BRIDGE

7.3m WIDE CARRIAGEWAY

WIDE PATH

Junction B

GANTRY

CULVERT

HIGHWAY DRAINAGE OUTFALL

ATTEN PO

A

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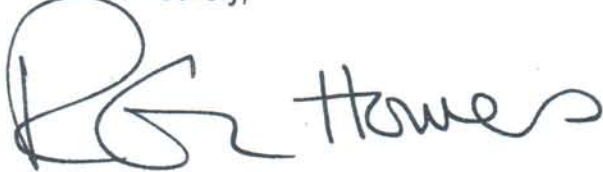
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Rosie Howes

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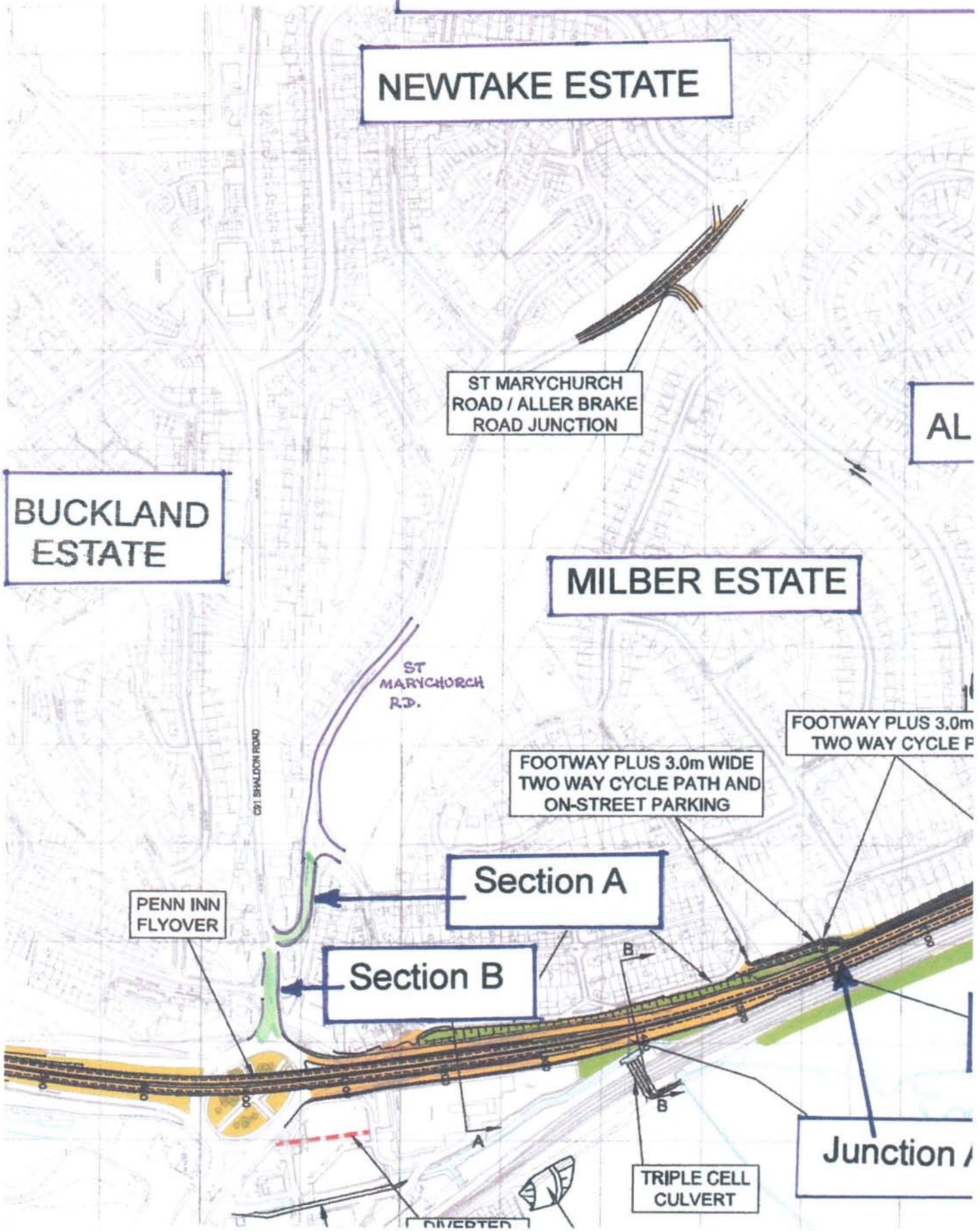
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